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TOM BURKE TELLS HOW TO WIN RACE

The Marathon Runners Are Given Good Advice By Athletic Expert.

HEADWORK COUNTS THE MOST OF ALL

Prospective Competitors Urged to Study Themselves and the Course.

Tom Burke's talk is the talk of the town today. There was no circus in easy reach yesterday afternoon, so Marathon runners and others who hope o be Marathon runners some day wer on hand on the tenth floor of the Mun-

Burke, who knows track athletics thoroughly and is an expert at distance running, gave some interesting side-lights on the history of Marathon running, as well as on the subject of training. He explicted the theory that the first Marathon race in this country was that held by the Boston Athletic Association.

First American Marathon.

"You know the origin of the classic "But it seems to be the general was also an official at the Boston Mara-

The first Boston Marathon had fifteen

"It is a mistake," he said, "to think The Observers.

with judgment there is no more danger in a Marathon race than one for a shorter distance.

Headwork Counts Most.

"It is not endurance so much as headwork that counts in the running of the race as well as in the training. A man should set his own schedule and adhere to it. By trial runs, you can determine what your average speed would be for a race of twenty miles. Make up your program according to this schedule and follow it closely.

"Pay no attention to the men who pass you. In all the Boston Marathons the winners have been men who stood

the winners have been men who stood from tenth to twentieth when the distance had been half covered. In every Marathon race I have ever seen the winner passed from five to fifteen men within the last two miles.

"Take the case of Renaud again. He was inexperienced. But he used judgment, ran on his schedule, and won a magnificently contested race. At fifteen miles from the finish he was twenty-fifth. At ten miles he was nineteenth; on the three-mile line he had only moved up to seventh. He took the lead one and a half miles from the tape and won the race by half a mile.

Caffery's Victories. Caffery's Victories.

"In but two races held by the Boston association has the man who took the lead at the start won. In both cases this was Caffery, the Canadian, who is eminently a freak athlete when it comes "Longboat handles himself with the

"Longboat handles himself with the judgment of a trainer. In the last Marathon race I saw him run he was fifteenth at five miles from the finish. He won easily. In the same race Jimmy Lee was leading on the fifteen-mile line and he finished twenty-second."

Burke also gave a number of timely pointers on various phases of the race. He emphasized the necessity of wearing a covering on the head.
"If the sun is as warm on June 12 as it has been in a number of New England Marathons it would be almost suicidal to try to cover the course bareheaded. Not only should every man have a covering for his head, but his attendant should be provided with a water bottle and towel. He should apply cold wafer to his head frequently."
High Heels Advised. High Heels Advised.

Earlier in his talk Burke had advised runners to use high heels. The idea that you will run on your toes, or on the ball of your foot will be dispelled after about ten miles. Then you will run flat-footed and a high heel will be indispensable. It will greatly relieve the strain on your ankle.

strain on your ankle.

Entries for the Intercity Marathon on June 12, now number eighteen. R. T. Marmion, D. T. Elisworth and Charles W. Lippold signed entry blanks this morning. Blanks were also received from five members of the Y. M. C. A.—H. S. Shaw, J. N. Cutts, J. G. Stecker, E. B. Enzor, and E. J. Smith.

Marmion is a member of the Dupont Athletic Club. Since he has lived in Washington he has run in the Georgetown meet as a member of his club's relay ream, which won first place, He repeated the performance with the same team at the George Washington University games.

His early work was done in Massa-chusetts. In the large, open Massa-chusetts High School meet on June II of lest year, he captured third place in a ten-mile run against a classy field. He has won one and five-mile events in closed meets.

Ellsworth's Record.

D. T. Ellsworth, though he has not run for the last year, is known for his performance with the Corcoran Cadets. In the National Guard meet of 1907, he won first place in the 220-yard run and was on the team that won the relay race. He won recognition as a cross-country runner three years ago when

country runner three years ago when he finished third in the all-Washington ercas-country race given under the auspices of Carroll Institute.

Lippold has figured in athletics for ten years. Last summer at Los Angeles he outran a field of sixteen on the Rubadox mountain driveway races and also ran third at Long Beach in a five-mile freefor-all. He is a graduate of Business High School, of this city.

RELIABILITY RUN **AUTOS IN GARAGE**

All in Readiness for Starting of Contest Tomorrow Morning.

By HARRY WARD.

Twenty-one cars, with their tool oxes sealed and their motors tuned o perfection, are garaged in the old oarn at Fourteenth street and Park oad, ready to participate in the third ellability contest of the Automobile lub of Washington.

The first car to check out will be Maxwell, and it is scheduled to leav at 5 o'clock tomorrow morning. It is due to return to the clubhouse at 2:12 in the afternoon. The last car to check out will be a Brush runabout, its leaving time being 6 o'clock, and it is scheduled to check in at the clubhouse at 6:42 in the evening

Final arrangements for the conte were made at a meeting of contestants bservers, and officials held at the clubhouse last night. The referee, Robert B. Caverly, went over the rules very carefully, calling particular attention to the fact that while the motors of the except at Waynesboro, drivers wou not be penalized for stopping the egine in the event a fractious hor should threaten danger on the roa If the observer feels that an accider is imminent through a frightened hors he can order the driver to stop the engine. competing cars should not be stopped

Pilot Car Leaves 4 a. m.

the plains of Marathon," he D. West would make the trip over the course in the pilot car of H. C. Chandbelief that the first Marathon in this country was run in Boston. That is by one hour. Mr. West will carry a a mistake. The first was from Stam-supply of arrows, and in the event any ford, Conn. I was an official, and later of those that were placed along the route have been tampered with, he will

All of the checkers along the route starters. On April 19 of this year there have been advised as to the number of were 195 entries and 168 starters in the Boston Association's run. At the first run the starter had to chase over the course in an automobile and act as a judge at the finish. In the run last month there were over sixty officials, the course was patroled by a military guard, and the arrangements were as complete and on a more comprehensive scale than those for a track meet."

Advice On Training.

Then Burke proceeded to give some facts about the Boston Marathons that had a direct bearing on the subject of training.

The Observers.

The Observers. were 195 entries and 168 starters in the contestants and have been instructed

"It is a mistake," he said, "to think you have to be an experienced distance man before you can hope to run a Marathon race. Henri Renaud, a winner at Boston, had never been in a race over ten miles before he was victorious in the long run.

"This does not mean that training for a Marathon is a simple matter. It is one of the most gruelling forms of track athletics I know. But I do hold that when training is done scientifically and with judgment there is no more danger

RELIABILITY RUN FACTS

Contestants for The Times Tro

phy-All cars in class C. Time of start-5 a. m., car barn Fourteenth street and Park road. Time of finish-Class A, 2:38 to 3:29 p. m.t Class B, 3:12 to 4:03 p m.; Class C, 5:57 to 6:42 p. m., at Washington Automobile Piney Branch road and Georgia avenue

Observers report at least half an hour before start. Waynesboro, Pa., only place where motors may be stopped or

gasolene taken on. But motors may be stopped by observer for frightened horses.

will be assigned. The assignment of observers to the contesting cars with be made a few minutes before the first car is sent away.

Referee Caverly was very earnest in his talk with the drivers about speeding. He urged that each driver observe the speed laws of the various towns and villages along the route, pointing out that the section of the country through which the contest will be run is a favorite touring ground for Washington motorists, and infractions of the speed laws would tend to get motorists generally in bad favor.

As the Automobile Club of Maryland will also have a reliability contest tomorrow, and as a portion of its route is the same as that of the local contest, drivers were warned not to confuse Baltimore cars with the Washington cars in the local contest. The Baltimore and Washington contestants will probably meet in Frederick and Emmittsburg.

Concluding Tests.

After the automobiles check in at the clubhouse Referee Caverly and his assistants will carry out a series of iests calculated to indicate the operating condition of the cars. They will be made to jump a curb or spin the wheels to show that the clutch is holding; the brakes will be tested; the various tests of ignition tried; the motor examined with retarded spark and open throttle, and vice versa, to see whether it will run under varying ignition and carburetion conditions, etc. The tests will be thorough.

The cars will then be taken to the car barn and pur under guard over night. Sunday morning the technical committee will go over each car to note its condition and work out the penalizations. When these formalities in have been observed the winning ars in each class will be announced. It is expected a large number of motorists will be at the clubhouse Sunday afternoon to hear the results.

This is the third reliability contest to be given by the Automobile Club of Washington, and it is expected to prove one of the greatest motoring events in the annals of the sport in this city. The route as laid out is 164.8 miles, through pleasant country, over roads that vary from good to bad. Numerous water breaks mark many portions of the road, especially in the mountain road beyond Waynesboro.

The officials of the contest are as follows: Referee, Robert B. Caverly; judges, Fulton R. Gordon, H. Chadwick Hunter; clerk of the course, John K. Heyl; starters, Wallace W. Chiswell, David Dunnegan pilot, H. C. Chandlee, Following are the entries and the times set for the start and finish: After the automobiles check in a the clubhouse Referee Caverly and hi

JEFF PICKS PAPKE DEFEAT KELLY

Boilermaker Losing Weight. To Settle Unique Bet With Ed Walsh Tomorrow.

CHICAGO, May 14.-"If Papke is in shape, he ought to win." This is the opinion of James J. Jeffries expressed today wher asked to give his views on "Thunderbolts" fight with Hugo Kelly in San Francisco tomorrow.

"Papke is a much stronger fighter than Kelly, and can take more punishnent. He is the kind of man who can take a punch and give one, and next to Ketchel is the hardest hitter in middleweight class. Papke was the middleweight class. Papke was sick the last time he met Kelly and had no real chance. Kelly is a clever boxer, but in a long fight Papke will win if he is in condition."

Jeffries says he has taken off twenty-five pounds since he began training in New York. He is doing daily training stunts now. Tomorrow or Monday he will go to White Sox park, don a uniform and work out with the players. Heghas made a bet with Ed Walsh that he cannot strike him out.

WELSH SIGNS UP TO BOX GOODMAN

NEW YORK, May 14.-Freddy Welch The fight will be held at the Fairmont thletic Club on May 21, and the friends f Welch feel confident that he wil take his best showing of the season.

AMATEUR LEAGUES

Yesterday's Results.

Capital City League-Marines, 11; St. Stephen's, 4.

Departmen'al League—Commissioners, 16; Interior, 8.

Marquette League—St. Martin's, 5; Pension Office. 3. Sunday School League—Peck, 11; Langdon, 2. Independence League-Advent, 18; Mallach, 5.
R. R. Y. M. C. A. League—Station,
7; Southern, 4.
Suburban League—Parkview, 8;
Petworth, 3.

Games Today.

Capital City League—Brentwood s. G. P. O. Departmental League — Commerce nd Labor vs. Postoffice and War L. Commissioners rs. Commissioners.

Marquette League—Columbia vs.
Fanglewood.

Sunday School League—Bethany
rs. St. Paul.

Independence League—Aggies vs.
Vintb.

R. R. Y. M. C. A. League—Shop-men vs. Car Department. Suburban League—Woodburn vs. Brightwood.

BOTH CITIES STRUCK BY- MARATHON FEVER

The Marathon craze has struck Baltimore and Washington, and every evening a number of young men and boys may be seen running upon the country roads on the outskirts of the two cities. From the number who are in training it is evident that many mames will be handed in before the entry list is closed. The intercity race is bound to be a signal success and probably will become nal success and probably will become an annual affair.

It is an encouraging sign to see so

many young men in training. They are gaining strength, self-control, and iniependence and will receive permaner and certain benefits, no matter what be the outcome of the great race,

I took a run down to Annapolis Wed-I took a run down to Annapous Wednesday and had a long chat with my old friend "Scotty" McMasters, who was trainer at Harvard when I was a wearer of the crimson. "Scotty" was enthusiastic over the intercity race and told me that he would surely be on hand to witness the contest. Several of the o witness the contest. Several of the 'middles' showed a keen interest in the Times-News race.

Food For Athlete.

I have been asked a number of times ust what I considered proper food for an athlete while training for a long distance race. Roast beef and muttor steaks and chops, preferably well done, are good. Do not eat pork chops. Eggs are good. Do not eat pork chops. Eggs are nutritious and potatoes will never harm anyone. Dry toast has always been a favorite, although there is no harm in adding a little butter.

If milk agrees with you drink it and if you have been used to coffee don't cut it out suddenly. Alfred Shrubb is a great coffee drinker. Fruit, cooked or otherwise, is beneficial and should be eaten in the morning.

Don't Be Too Serious.

Don't take yourself too seriously in our daily runs and walks. Be cheerful as you plod over the roads and do not think continually that you are training for a race. Just feel good-natured about it and enjoy the scenery and you will find you will do better work. Don't krep your mind constantly on the race as it is apt to cause worry and make

as it is apt to cause worry and make one peevish.

Again I must point out the advantage of knowing how to judge pace. Map out your own schedule and figure out just where the five, ten and fifteen-mile points will be on the course from Laurel to Washington, and it should be an easy matter to figure out at what time you should arrive at these points. I am going to advise the managers of the race to nost signs at the five, ten, and fifteen-mile stations and also give notice in the papers, before the race, just where these points are located.

Remember the Bath.

When you finish your practice wor each day be sure that you take a dry If a shower or tub bath is no at hand a sponge bath will answer the purpose nicely. It would be better to have some one give you a rub down af-ter your bath, as it requires some



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By THOMAS E. BURKE.

ight miles, but we must now increase it to ten.

A run of eight miles should be taken on Monday, in about fifty-two minutes. On Tuesday walk ten miles at a fairly fast clip and take two and one-half hours for the task. Do nine miles Wednesday night in close to fifty-six minutes.

Wednesday night in close to fifty-six minutes.
On Thursday, walk twelve miles slowly in about four hours. On Friday run a fast five miles and do it in thirty minutes if possible, as speed must be developed. You will have Sunday to rest, so Saturday you must expect to work some.
Ten miles at a rate of six minutes and fifteen seconds for each mile will bring you home inside of one hour and three minutes and will also be a good test to judge pace.



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